

THE CURRENT.
WM. H. MULLANE
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Carter Harrison, mayor of Chicago was interviewed the other day and among other things said regarding the issue of the coming campaign:

"We ought to carry on the fight along the lines of the Chicago platform and add anti-imperialism, anti-trusts and anti-alienism with any and all nations on the globe. The people will make the denominational issues. They will decide what they want discussed during the campaign. This talk in some quarters that the Irish are the only opponents of an alliance with England is all nonsense. The Germans are as much opposed to it as the hottest blooded Irishman in America. The United States to-day is not composed of Anglo-Saxons. The Anglo-Saxons are in a minority. We are a race of Americans. Take the city of Chicago and about 35 per cent of its population are Germans or of Teutonic descent, and add the Irish, Bohemians, Poles, Swedes, Norwegians, and Danes, and the Anglo-Saxons are in a hopeless minority.

"None of these want an alliance with any European power. They came here to better their condition and to escape the exactions and despotism of Old world monarchies, and they resent any attempt to fasten on America monarchical policies of Europe. America is strong enough to stand on its own foundation, without assistance from any of them.

"The salvation of America is a wide berth to any and all foreign entanglements. The Monroe Doctrine and the Declaration of Independence form a perfect sheet anchor—its good enough for me and it is sound Democratic doctrine.

When all Americans become as sensible regarding entangling alliances as is Carter Harrison the safety of the country will be assured so far as tying up with robber England is concerned.

The following extract from an unpublished dispatch from Olive Schreiner the leading literary woman of South Africa tells the story of why England is at war with Boers. No more terse or true an explanation of the case could be given:

Cape Town, Oct. 25.—(Copyright, 1906, by W. R. Hearst).—Let Americans understand that this is not a war between the Dutch and the English. It is the endeavor on the part of a small but immensely wealthy section of persons to gain possession of the Transvaal gold fields.

By means mendacious, and shameful lies against the English and its people, they have endeavored to mislead the English Nation and induce it to consent to a war.

The English people are not to blame. They are misled. Hundreds of English in South Africa, who like myself, have not one drop of Dutch blood, and are bound by the profoundest affection to England, feel deeply the shame and sorrow of our situation. It is because we are English that we have sought to avert from our country's head the weight of the most colossal crime which has stained her annals.

The intellect and conscience of England are with us in our struggle for justice. From Herbert Spencer and John Morley to Frederick Harrison, the loftiest voices of the English nation are raised to recall their people to the path of justice and wisdom and in denunciation of the policy which would murder a nation to fill a few pockets and—

This dispatch is not complete. Evidently it was chopped off by a censor after the above had slipped through.

The above corroborates the statement made by Sir Alfred Milner while speaking of the Transvaal when he said: "If you saw a solid pile of gold worth five hundred million pounds sterling with 20,000 Boers armed to the teeth sitting on it what would you do?"

With stubborn courage those twenty thousand Boers are fighting to-day, not alone for their pile of gold but for their independence and homes. The fact that an honest nation of farmers should be set upon by the great and powerful English government just to please a horde of speculators and gamblers is a crying shame and if ever intervention was needed it is now.

The history of the fierce and bloody struggle for freedom and the right for self-government will be written with the blood of hundreds perhaps thousands spilled on the fields of battle. The grasping hand of England extends to every land and nation that dares to claim the right of self-control. The Transvaal republic was established by Dutch Boers who left the Orange Free State after its annexation by the British in 1854, which government England acknowledged by treaty in 1852 as did five other European courts and the United States. But the grasping hand of England was not yet satisfied and during the Zulu war of 1877 she annexed the Transvaal republic to the British empire without the consent of the Boers. A commission was sent to London to ask justice which was not allowed to present its case. Then ensued a struggle for freedom in which the Boers were overcome; they acknowledged English sovereignty but were granted complete self-

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LAWRENCEBURG, Anderson Co., Ky., 1924.
TO THE TRADE:
My brand was selected for use at U. S. Marine Hospital at Washington, D. C., after being analyzed by the eminent chemist, W. M. Merz, over eighty seven samples of the leading brands of Kentucky, Maryland and Pennsylvania. It should be borne in mind that in this department of the government service the sample appear in plain bottles, without marks of any kind, and the selection of the Searcy Whisky two years, '90 and '91, on its merits, over such a large number of prominent brands is a record that few distillers can show. The water used for the manufacture of this whisky is from the noted Boiling Spring in Anderson county, Ky., which stands at a temperature of 36 degrees the year round, with a supply inexhaustible. This water is at all times clear. I will further state that I have never had a single barrel returned.
Very Respectfully,
J. S. SEARCY.

Sharing In Street Railway Earnings.

While Detroit and one or two other American cities are engaged in the never ending struggle to compel street railways to reduce their rates of fare the city of Toronto continues to illustrate in a most striking and convincing manner the wisdom of the policy that exacts a percentage of gross earnings as compensation for the use of the streets.

According to the Toronto Mail and Empire of Aug. 10 last, the earnings of the street railways in that city for ten months of the present fiscal year have already passed the million dollar mark. By the terms of the franchise under which the Toronto street railway plant is operated the company was required to pay into the city treasury 10 per cent of these earnings. The city treasurer has therefore received a check for \$12,721, which is the municipal share of the earnings for July.

The increase of the earnings and percentages for four years is shown by the following figures for July:

	Gross receipts.	Percentage.
July, 1922.....	\$117,083 00	\$12,721 00
July, 1920.....	108,870 00	8,326 00
July, 1917.....	104,750 00	8,460 00
July, 1916.....	87,181 97	7,050 00

Toronto bought her street railroads in 1901 and operated them for six months at a profit of \$25,000 per month and then sold them for what they cost on the following conditions: Eight hundred dollars per mile per year to be paid into the city treasury, 8 per cent of the gross receipts up to \$1,000,000, 10 per cent up to \$1,500,000 of the gross receipts, 12 per cent from \$1,500,000 to \$2,000,000 of the gross receipts, 15 per cent on the receipts up to \$3,000,000 and 20 per cent on all receipts over \$3,000,000. After 20 years the city can take back the plant at its actual value.

The experience of Toronto furnishes ample proof of the wisdom of the policy which secures to a municipality a fair compensation for the use of streets based upon a fixed percentage of the gross earnings.

The departure of British troops from Gibraltar for South Africa continues and furnishes pretty conclusive evidence that Great Britain means to fight the Boers if an amicable settlement of the Transvaal difficulty is not speedily reached. The indications are that diplomacy has failed to accomplish definite results and that England has decided to end the controversy with force. Cecil Rhodes is reported as saying that the Boers will back down. This is what they will doubtless eventually do, though the sturdy burghers are likely to give the soldiers of her majesty another taste of Majuba Hill and Krogersdorp before they "back down." The Boers are built that way. Superior force and armament and higher civilization must ultimately win; but, as in the past, the British redcoats will find the Boers "foemen worthy of their steel." It will be no holiday task to whip them.

Can Have a Horse if He Wants It.

A correspondent of a New York paper recently suggested that Admiral Dewey should ride a horse in the land parade in his honor in that city, so that the people would have a better opportunity to see him. The paper then proceeds to have lots of fun with the correspondent and says, "The incongruity of placing a sailor on a horse should be apparent at once."

There is nothing at all incongruous about it. Nothing pleases an "old salt" so well when he gets ashore as to bestride a horse. The old vikings, whom many Americans can count among their ancestors, were famous riders of "barbed steeds" as well as of the "steeds of the sea," as they called their swift ships, and the "Helmakringsla" makes frequent allusions to the fact.

Not a few of the naval officers in the civil war, and probably in the later war as well, often took a change for land service, and the cavalry was usually their choice.

Although other arrangements have been made for him, if the hero of Manila wants a horse, a horse he should have, and it's dollars to doughnuts that there'd be no equine shipwreck.

The Paris exposition of 1900, according to all indications, will be the brilliant climax of a series of expositions which have been held in the French capital during the past hundred years. The first on the list of great industrial exhibitions with which the name of Paris has been identified was that of 1793. This, we believe, was the initial movement in the way of world's fairs.

It cost the modest sum of \$12,000, and there were 110 exhibitors represented. What the original acorn is to the subsequent forest so the exposition of 1793 was to the subsequent industrial expositions in Paris. During the century which has elapsed since the first world's fair in the French capital there have been many similar expositions, each more brilliant and extensive than its predecessor and each marking a definite step in the world's advancement in industry, science and art. The last great exposition was held in 1889, and the exhibits showed the marvelous strides the world had made during the century.

The cost was represented by as many millions as the first fair did thousands, and the exhibitors were numbered by thousands instead of hundreds. With the prestige which Paris has acquired from past experience in the conduct of such enterprises, together with the spur and rivalry which she has felt in observing what other countries have done in this direction, she is well equipped for adding new laurels to those she has already won, but whether she will surpass our great Centennial exposition in Chicago in 1893 remains to be demonstrated. At all events it will be a great show, and the United States will be there with exhibits which will indicate our foremost rank in the industrial world.

It is authoritatively stated that when George Dewey was a commander in the United States navy at the time of the Virginius massacre he, in common with almost everybody else, thought that war with Spain was inevitable. He requested that in the event of hostilities the duty of capturing the city of Manila should be assigned to him. There was no war at that time, and Dewey was compelled to wait many years for an opportunity to demonstrate that his opinion of the vulnerability of the Queen City of the Philippines was correct. But when the time came he was on hand to make history and a naval hero in a few hours. There was not half so much luck in the destruction of the Spanish fleet by Dewey as many persons are wont to assert, and the careful historian will be morally certain to admit that fact when the events of that memorable May day come to be written dispassionately.

Sir Thomas Lipton possesses many of the characteristics of the true sporting man. He declares that if the Shamrock is beaten he will not have a word of complaint to make, and the first thing he will think of in that event will be the best plan for building another vessel sufficiently faster to win the cup next year. The matter of fair play he does not consider for a moment, saying that that is something which is taken for granted and which he is just as certain to get in this country as he would be in his own. If Dunraven had exhibited the same spirit when he was last here, there would not have been the disgraceful fiasco which marked the Defender-Valkyrie III contest.

The aeronaut who descended with force and his parachute on the top of a Chicago street car, resulting in damage both to himself and the passengers, should be warned that such proceedings are not to be tolerated. Even street car companies and, much more, their passengers have their rights. The transit by local railways has drawbacks enough as it is, and if the public is to be subjected to a snarl of aeroplanes from the aerial heights the situation will become impossible. Parachute divers must be warned to respect the street cars as well as other vested rights.

It is said that the Great Salt lake is slowly drying up. Candidates for office, however, need have no fear that the great Salt river will ever run dry.

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